

NEGATIVE DECLARATION



*FOR PROPOSED IMPROVEMENTS TO
THE OJAI MAINTENANCE STATION
EA 215800*

VENTURA COUNTY



*State of California
Department of Transportation - District 7
Division of Environmental Planning*

August 2001

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Description

The California Department of Transportation (Caltrans) has prepared an Initial Study for improvements to the Ojai Maintenance Station in the City of Ojai, in Ventura County. The project proposes to construct a new office building with restrooms and showers, abandon the existing septic tank system, connect the site to the municipal sewer system, modify the existing storm drain system, construct a washrack and clarifier system for the vehicles and grade and pave a portion of the maintenance yard.

Determination

The California Department of Transportation (Caltrans) has prepared an Initial Study. On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

- 1) There will be no significant effect on topography, exposure to seismic activity, or erosion as a result of this project.
- 2) Air quality, noise, energy, solid waste, or use of natural resources will not be effected by this project.
- 3) Floodplains, wetlands, and water quality will not be adversely impacted by this project.
- 4) Fish and wildlife such as endangered species, habitat or vegetation will not be impacted by this project.
- 5) No effect on agricultural lands, land use and growth will originate from this project.
- 6) No adverse effect on business and industry, economic stability, or employment will result from this project.
- 7) Neighborhoods, schools, public or recreational facilities, or heritage and scenic resources will not be impacted by this project.

RON KOSINSKI, Deputy District Director
Division of Environmental Planning
District 7 California Department of Transportation

Date

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1.0 PURPOSE AND NEED

Note: A vertical line in the margin indicates changes in the text from the original Draft Initial Study.

This Initial Study (IS) describes the purpose and need for the Ojai Maintenance Project, addresses alternatives to the project, and characterizes potential environmental effects pursuant to the requirements of the California Environmental Quality Act (CEQA).

Projects located in California that are undertaken by state agencies, utilize state funds, or require discretionary approval from state agencies are subject to the California Environmental Quality Act (CEQA) (PRC 21000-21178.1, et seq.).

1.1 Purpose of the Project

Caltrans is proposing to rehabilitate the Ojai Maintenance Station in Ventura County (Figures 1 and 2).

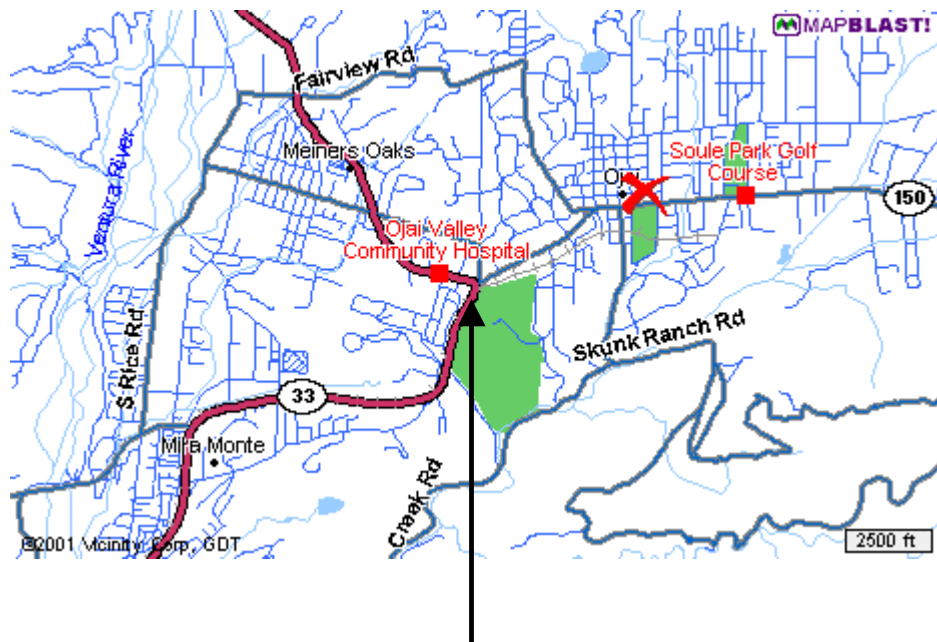
The purpose of the project is to:

- Bring the maintenance station into compliance with Caltrans' design standards
- Improve safety for the workers
- Serve as a measure to prevent stormwater pollution

Figure 1. Location Map



Figure 2. Vicinity Map



Project Location

1.2 Need for the Project

Currently, the maintenance station cannot support the needs of its ten-member crew. The building facility was constructed in 1937 and consists of a tiny office with only a small, unisex restroom with no showers (See Figure 3). The sewer system is not connected to the local sewer system, and the drainage system is inadequate. The existing equipment bays are too small to accommodate the crews and their maintenance vehicles; therefore, the vehicles must be parked outside. The yard is only partially paved, with the current vehicle wash system consisting of a standpipe located in the southeast portion in violation of the stormwater provision of the Clean Water Act. The proposed project will not involve the removal of four (4) coast live oaks.

Figure 3. Existing Station



2.0 ALTERNATIVES (INCLUDING THE PROPOSED PROJECT)

Caltrans proposes to rehabilitate the Ojai Maintenance Station in order to meet current design and safety standards. The proposed project would construct a new office building with restrooms and showers, abandon the existing septic sewer tank system and connect the site to the municipal sewer system, modify the existing storm drain system, construct a washrack and clarifier system, and grade and pave a portion of the maintenance yard. Included in the project are plans to construct a new wash rack for Caltrans vehicles and a new 3,700 square foot (343.741 square meters) building that would serve as the station's main office. The new building would include a 625 square foot (15.24 m) equipment bay, office, separate men and women's restrooms and showers, locker room, janitor room, mechanics room, HVAC/electric room and storage room. The proposed project will not involve the removal of four (4) coast live oaks.

2.1 No Build Alternative

The no-action alternative proposes to maintain the existing conditions of the maintenance station without any improvements. The estimated cost for this alternative in the year 2001 for this alternative is \$0.

This alternative is not consistent with the long-term objective of improving the overall operation and safety for the Ojai Maintenance Station. The maintenance station in its current condition is inconsistent with Caltrans' goal of protecting the environment and providing a safe and efficient work environment for its' employees.

This alternative was rejected since it would not:

- Comply with the stormwater provision of the Clean Water Act
- Provide a safe and efficient work environment for Caltrans' employees

2.2 Build Alternative

In order to rehabilitate the Ojai Maintenance Station, Caltrans would construct a new office building with restrooms and showers, abandon the existing septic tank sewer tank system and connect the site to the municipal sewer system, modify the existing storm drain system, construct a washrack and clarifier system for the vehicles, grade and pave a portion of the maintenance yard. The estimated cost for this alternative in the year 2001 is \$710,000. The funds would come from the HA12 Maintenance Facilities Program in the fiscal year 00/01.

The following is proposed:

- Construction of a new 3, 700 square foot (343.741 m) office building and showers

- Abandonment of the existing septic tank system and connect the site to the municipal sewer system
- Modification of the existing storm drain system
- Construction of a vehicle washrack and clarifier system
- Grading and paving a portion of the maintenance yard

2.3 History of the Project

This project was originally included in a proposed project to construct pre-wash pads and structural canopies at four maintenance stations in Ventura County (Camarillo, Moorpark, Ojai and Ventura). As originally intended, this project would have required only a Categorical Exemption (CE) under the California Environmental Quality Act (CEQA). During completion of environmental specialist studies, it was discovered that the Ojai Maintenance Station had leaking underground storage tanks and that the soil was contaminated by gasoline. The Hazardous Waste Unit is currently conducting a Site Investigation (SI) of the site, which is due to be completed by June 2001. No other specialist studies indicated problems on the site. Due to this hazardous waste discovery, the Ojai Maintenance Station was pulled out of the original project. A Negative Declaration (ND) is now required under CEQA.

2.4 Status of Other Projects or Proposals in the Area

The following are Caltrans projects in the vicinity of the Ojai Maintenance Station that are known to be under construction or in the planning stages:

- 1) Caltrans would rehabilitate the portion of State Route 150 between Santa Ana Canyon Road and Loma Drive. This project will involve Cold plane/AC overlay, shoulder rehabilitation, possible minor road realignment, drainage culverts, pullouts and signage (EA 22330K)
- 2) Caltrans would upgrade the rails and rehabilitate six (6) bridges along State Route 150 east and west of the project site (EA 118990)
- 3) Caltrans proposes to realign State Route 33 between Casitas and Larmier Roads (EA 23005K)
- 4) Caltrans proposes to widen bridges and upgrade bridge rails along State Route 33 between Ojai and Ventura (EA 11873K)

- 5) Caltrans would rehabilitate a portion of State Route 150 from Loma Drive to Lion Canyon Creek (EA 105481)
- 6) Caltrans proposes to modify the existing traffic signal at State Routes 150 & 33 (EA 3N6701)
- 7) Caltrans proposes to install a new traffic signal at State Routes 150 & 33 (EA 2N0921)
- 8) Caltrans proposes to upgrade the Tuthill guardrails along State Route 150 at KP 10.6/21.4 (EA 4G2401)

3.0 AFFECTED ENVIRONMENT

3.1 Topography

The topography of the site is mostly flat with a slight decline in elevation in a southwest direction. Along the eastern edge of the site there is a slight drop-off to a persistently flowing natural stream. The topography of the surrounding area is similar.

3.2 Geology

The geology of the site and surrounding area consists of thick, diverse sections of Tertiary sedimentary rock mixed with some volcanic and older crystalline rock which were deposited in large basins throughout the mountains of Ventura County. The mountains surrounding the Ojai Valley run in an east-west direction similar to other mountain ranges of Southern California. The San Andreas-San Jacinto fault zone crosses northern Ventura County in the mountains north of Ojai.

3.3 Water Resources

The Casitas Municipal Water District (CMWD) is the agency in charge for water delivery for the City of Ojai and the other communities in the Ojai Valley. The Lake Casitas Reservoir has a storage capacity of 254,000 acre-feet (31330.95 hm), and a yield of approximately 21,900 acre-feet (2701.37 hm) per year, making it the primary source for water storage in Ventura County. The reservoir is southwest of Ojai adjacent to State Route 150. Groundwater testing from established monitoring wells is currently in progress as mandated by the Regional Water Quality Control Board (RWQCB). The level of groundwater is about thirty (30) feet (9.14 m) below grade. The project site is within and served by the Casitas Municipal Water District (CMWD).

3.4 Biological Resources

The project site and surrounding area is composed of a mix of robust native landscape and old growth trees similar to the landscape found throughout the Ojai Valley. The periphery of the project site is almost entirely lined with these native landscape and old growth trees. The trees are probably sustained by the persistently flowing natural spring along the eastern edge of the project site. The

stream's minor flowing water continues to a small county park and the Ojai Valley Inn golf course drainage system across the street from the maintenance station.

3.5 Air Quality Characteristics

The Air Pollution Control Program for the county is directed by the Ventura County Air Pollution Control District (APCD) in coordination with, and as part of, the federal, state, and regional air pollution control efforts. The APCD is organizationally within the Resource Management Agency and is governed by the Air Pollution Control Board (Board of Supervisors). At the regional level, Ventura County is part of the South Central Coast Air Basin. (See Figure 4).

Figure 4. South Central Coast Air Basin



Ventura County does not meet the federal air quality standards for ozone. It also exceeds the state standards for ozone and particulate matter. The requirements for cleaner vehicles and fuels have been primarily responsible for the reductions in CO, despite increases in population and the number of vehicle miles traveled each day. The project site and surrounding area are included in the South Coast Air Basin.

3.6 Hazardous Waste

A review of available information indicates that there is a potential for hazardous waste contamination at the project site. The location has been in continuous operation as a maintenance facility for approximately seventy (70) years. Soils at the site may have an accumulation of various contaminants related to maintenance activities. The potential contaminants include hydrocarbons, metals, herbicides and pesticides. During August 1992, four underground storage tanks (UST) were removed from this site. Petroleum hydrocarbon soil contamination was documented at that time. The VISTA Site Assessment (a computerized search of Federal, State and local standard environmental databases)

reports this site as a former location of leaking underground storage tanks (LUST). Currently, monitoring of contaminated groundwater is in progress at the location of these former LUST's.

3.7 Community Setting

The Ojai Valley, which includes the City of Ojai and the communities of Meiners Oaks, Casitas Springs, Upper Ojai and Oak View, is primarily a rural area that for years has been known as a winter resort and weekend getaway for easterners and residents of Southern California. Along State Route 150, Ojai's main road, there are a wide variety of gift shops, restaurants, and other services that both tourists and residents use. The project site is located at the intersection of State Route 150 and State Route 33. Land uses immediately surrounding the site include residential, commercial and recreational.

Environmental Justice

This project has been developed in accordance with the Civil Rights Act of 1964, as amended, and Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations." The Executive Order requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address 'disproportionately high and adverse' effects of federal projects on minority and low-income populations.

Title VI requires that no person, because of race, color, religion, national origin, sex, age, or handicap, be excluded from participation in, denied benefits of, or be subjected to discrimination by, any federal aid activity. Executive Order 12898 broadens this requirement to mandate that disproportionately high and adverse health or environmental impacts to minority and low-income populations be avoided or minimized to the extent possible.

3.8 Historic and Cultural Resources

The Ojai Valley is archeologically and culturally significant to a variety of groups. The earliest inhabitants of the Ojai Valley, according to archeological studies, were members of a primitive race generally called the Oak Grove People who lived there from 10,000 to 7,000 years ago. Today, the City of Ojai works to keep the history alive by preserving its architecture and cultural heritage.

3.9 Noise

Under the Federal Noise Control Act of 1972 and Title 23, *Code of Federal Regulations*, Part 772 (23 CFR, Part 772), "Procedures for the Abatement of Highway Traffic and Construction Noise" sets construction noise abatement standards. It requires that, as such as during pile driving and when the project would significantly affect noise standards specified in Section 7a and 7b) and in Standard noise levels would constitute a significant effect, mitigation measures are required. Likewise, under Caltrans Noise Policy (Policy and Procedure Memorandum P74-47, Freeway Traffic Noise Reduction, September 24, 1974) a determination must also be made with significant noise effects, mitigation measures must also be incorporated into the project.

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Special Provisions provide limits on construction noise levels and are used as appropriate. Normally, construction noise levels should not exceed 86 dBA (L_{max}) at a distance of 15 m.

The Ojai Maintenance Station is located adjacent to a residential/commercial area and across the street from a golf course. On the north side, the station is adjacent to residential use.

4.0 ENVIRONMENTAL EVALUATION

Technical studies were conducted to provide background data and to assist in evaluating the environmental consequences of the proposed project. The following studies are incorporated by reference into the document.

- Cultural Resources Assessment (Archaeology), August 7, 2000
- Cultural Resources Assessment (Architectural History), December 12, 2000
- Hazardous Waste Evaluation, April 2, 2001
- Preliminary Environmental Analysis Report, September 27, 2000
- Biological Review, September 6, 2000

The Negative Declaration (ND) and technical reports are available for review at the Caltrans Office of Environmental Planning, 120 South Spring Street, Los Angeles, CA 90012 and at the Caltrans web site http://www.dot.ca.gov/dist07/pubs/enviro_docs.htm.

Also, the Initial Study (IS) is available at the following local libraries:

Ojai Library	Avenue Library	Oak View Library
111 East Ojai Ave.	606 N. Ventura Ave.	469 N. Ventura Ave.
Ojai, CA 93023	Ventura, CA 93001	Oak View, CA 93022

E.D. Foster Library
616 E. Main St.
Ventura, CA 93001

Meiners Oaks Library
114 N. Padre
Ojai, CA 93023

4.1 Environmental Factors Potentially Affected

A checklist was used to identify physical, biological, social and economic factors, which might be impacted by the proposed project. In many cases the background studies performed in connection with this project clearly indicate the project would not affect a particular item. The checklist achieves the important statutory goal of integrating the requirements of CEQA with the environmental requirements of other laws.

Title 14, California Code of Regulations Section 15064 provides the basic guidance to lead agencies in determining the significance of a project's effects or requiring mitigation to reduce the effect to less than significant in order to prepare a negative declaration. The checklist provides optional tools to assist Caltrans in determining the significance of particular effects.

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |

- ☐ Public Services ☐ Recreation ☐ Transportation / Traffic
- ☐ Utilities / Service Systems
(Beneficial; see Aesthetics) ☐ Mandatory Findings of Significance

4.1.1 AESTHETICS

Would the Project:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would result in the rehabilitation of the Ojai Maintenance Station. The affected area is relatively flat. The visual features along the perimeter of the site include vegetation covering a chain link fence. The predominate land use north and east of the maintenance station is residential, including multi-family and single-family. West of the site, across State Route 33, a commercial/retail center exists. South of project site is a golf course.

There are no designated scenic vistas located in the immediate project area.

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no scenic resources in the proposed project area or in the immediate vicinity. The surrounding area is developed with commercial and residential land uses. State Route 150 and State Route 33 are eligible as scenic highways, but not officially designated.

Therefore, no damage to scenic resources would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Roadway travelers will see no change on the existing project site. Views of the project site are limited due to the lush vegetation surrounding the maintenance station.

The preservation of existing native trees, shrubs and groundcovers surrounding the site will be beneficial in maintaining the visual continuity of the maintenance station.

- d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? ☐ ☐ ☐ ☒

Given the fact that lush vegetation and old growth trees surround the project site, no impacts are expected.

4.1.2 AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

Potentially
significant
Impact Less Than
Significant
With
Mitigation Less Than
Significant
Impact No
Impact

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ☐ ☐ ☐ ☒

The project proposes to rehabilitate the maintenance station within state right of way and would not result in the conversion of prime farmland to non-agricultural use. No impacts to agriculture land would occur as a result of project implementation.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? ☐ ☐ ☐ ☒

The proposed project site is not located on parcels of land under any Williamson Act contracts. Therefore, conflicts with existing zoning or any Williamson Act contracts would not occur.

- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use? ☐ ☐ ☐ ☒

The proposed project site is not located near existing agricultural land. The proposed project would not involve changes to the existing environment and would not result in the conversion of farmland to non-agricultural use. Therefore, no impacts would occur to farmlands or agricultural uses.

4.1.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

Potentially
significant
Impact Less Than
Significant
With
Mitigation Less Than
Significant
Impact No
Impact

- a) Conflict with or obstruct implementation of the applicable air quality plan? ☐ ☐ ☐ ☒

The proposed project would be constructed in the Ventura County Air Basin, currently designated as a non-attainment area for ozone (via transport) and fine particulate matter (PM₁₀). The Ventura County Air Pollution Control District (VCAPCD) has adopted an Air Quality Management Plan (AQMP), which sets forth strategies for attaining all national air quality standards by certain deadline dates and for meeting state standards at the earliest feasible date. There will be little or no difference in air quality resulting from the proposed rehabilitation project.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

☐ ☒ ☐ ☐

Air quality impacts due to implementation of the proposed project could occur during construction on a local scale. Construction impacts could include airborne dust from grading, dirt hauling, and gaseous emissions from heavy equipment, delivery and dirt-hauling trucks, employee vehicles, paints and coatings. Construction emissions, in particular PM₁₀ levels, could be significant. Localized operational impacts, i.e., carbon monoxide levels that exceed state or federal standards, could occur due to the introduction of additional motor vehicular traffic in close proximity to sensitive residential receptors.

Air impacts from construction activities are considered temporary. APCD requirements indicate that hot spot analyses are not required for temporary increases in emissions, due to construction-related activities. In accordance with Ventura County's Guidance for the Preparation of Air Quality Impact Analyses, this project is exempt from emission analysis pursuant to 40 CFR § 93.126. Air Quality impacts from the proposed project may temporarily occur during construction.

Measures to Minimize Harm

- 1) Project construction would be conducted in accordance with all federal, state and local regulations that govern construction activities and emissions from construction vehicles.
- 2) Pregrading/excavation activities would include watering the area to be graded or excavated before commencement of grading or excavation activities.
- 3) All trucks would be required to cover their loads as required by California Vehicle Code § 23114.
- 4) All grading and excavation material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, would be treated to prevent fugitive dust. Treatment would include, but not necessarily be limited to, periodic watering, application of environmentally

safe soil stabilization materials, and/or roll compaction as appropriate. Watering should be done as often as necessary and reclaimed water used whenever possible.

- 5) Equipment idling time would be minimized.
- 6) Equipment engines would be maintained in good condition and in proper tune as per manufacturers' specifications.
- 7) Construction period would be lengthened during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project would not generate increased traffic. Therefore, cumulative impacts to air quality from construction and operation of the proposed project would not result in a net increase of O₃ and PM₁₀.

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Temporary exposure of residential receptors to pollutants could occur during construction. This impact is not expected to be substantial.

e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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During construction, exhaust emissions from diesel-powered equipment and vehicles and construction activities involving use of materials such as asphalt and coatings could create objectionable odors. However, such activities would be short-term and are not expected to affect a substantial number of people at any given time. Operation of the proposed project is not expected to generate objectionable odors affecting a substantial number of people.

4.1.4. BIOLOGICAL RESOURCES

Would the project:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Based on the findings in this report, this project would have no effect on state or federally listed threatened or endangered species.

Would the project:

Potentially
significant
Impact

Less Than
Significant
With
Mitigation

Less Than
Significant
Impact

No
Impact

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐ ☐ ☒ ☐

Work at the maintenance station will not involve the removal of four (4) coast live oaks. In order to protect the trees and gain access to the proposed wash rack and clarifier system, the maintenance trucks will enter and exit the wash pads the same way. The washrack consists of two concrete pads, a pre-

~~wash pad, and a pre-wash pad. The trucks enter the pre-wash pad for an initial wash followed by a more thorough cleaning on the wash pad. Access to the pads will occur from the east side of the site so that no trees are removed.~~
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The construction would not have any effects on any federally protected wetlands.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

☐ ☐ ☐ ☒

The project, once completed, (i.e., the washrack and clarifier, new building) would not have any effect on wildlife movement. Construction activities could result in a temporary restriction in the movement of wildlife across the site; however, animals would avoid crossing the work area while people are present and construction activity is underway. Because most wildlife movement occurs at night and it is anticipated that most construction would occur during the day, this is not expected to result in a conflict.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

☐ ☐ ☐ ☒

The County of Ventura has a Tree Protection Ordinance, which restricts work in and around Oak and other protected trees. Work at the proposed maintenance station would not involve the removal of approximately four (4) coast live oaks in order to access to the proposed wash rack and clarifier system.

Invasive Species

Caltrans issued a memorandum dated October 29, 1998, which promotes prevention and control of the introduction and spread of invasive species. Nonnative flora can cause substantial changes to ecosystems, upset the ecological balance, and cause economic harm to our nation's agricultural and recreational sectors. Appendix C lists species that are not native to California and should not be used for planting on Caltrans right of way due to potential adverse effects on native ecosystems

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? ☐ ☐ ☐ ☒

The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.1.5 CULTURAL RESOURCES

Would the project:

Potentially significant Impact Less Than Significant With Mitigation Less Than Significant Impact No Impact

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? ☐ ☐ ☐ ☒

A search of existing databases revealed that the proposed project area contains no historic structures. No demolition of existing structures is planned therefore no impacts on historic resources are expected.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ☐ ☐ ☒ ☐

An archaeological record search was conducted which found or concluded that no known cultural resources exist directly within the Area of Potential Effect (APE). The project is not expected to need Native American coordination.

Measures to Minimize Harm

- 1) 1) As a standard practice, if buried cultural materials are encountered during construction work in the area will halt until a Caltrans archaeologist can evaluate the nature and significance of the find.
- 2) If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☐ ☐ ☒

Given that this project will have limited excavation, significant impacts to paleontological resources are not anticipated.

There are no unique geological features that would be destroyed either directly or indirectly by the proposed project.

d) Disturb any human remains, including those interred outside of formal cemeteries? ☐ ☐ ☐ ☒

No cemeteries or known archaeological sites that could contain human remains have been identified in the immediate project area. However, if human remains were encountered, all legally required protocol would be followed. An archaeological review found no known archaeological sites exist directly within the Area of Potential Effect (APE) for this project.

4.1.6 GEOLOGY AND SOILS

Would the project:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Implementation of the project would require minimal excavation, recompaction, and connection of drainage collection facilities. Grading would result in minor changes to surface topography.

Based on the review of several geological/seismologic reports of the area, the potential for ground rupture is small and is not considered to be a significant hazard for this project.

There are no geological or geotechnical conditions that would preclude the construction of this project. The construction of this project should have no adverse effect on the existing environmental conditions.

ii) Strong seismic ground shaking? ☐ ☐ ☒ ☐

The project site is located in a seismically active area of Southern California. To reduce the risks from potential seismic hazards to acceptable levels, any project structures, (such as buildings), would be designed and constructed in accordance with applicable seismic standards and building codes.

iii) Seismic-related ground failure, including liquefaction? ☐ ☐ ☐ ☒

Groundwater in this area is sufficiently deep to consider the potential for liquefaction to be negligible.

iv) Landslides? ☐ ☐ ☐ ☒

Due to the relatively flat topography, landslides are not anticipated.

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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b) Result in substantial soil erosion or the loss of topsoil? ☐ ☐ ☒ ☐

This project would have little impact on sediment delivery. Compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements for erosion control and implementation of sediment control measures such as Best Management Practices (BMPs) would reduce potential impacts. Consequently, significant soil erosion and loss of topsoil during construction is not anticipated. Once completed, the proposed project would result in a similar amount or slight increase in paved area, and therefore would not contribute to soil erosion or the loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse? ☐ ☐ ☐ ☒

The potential for landslides, lateral spreading, subsidence, liquefaction or collapse is considered to be negligible.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks of life or property? ☐ ☐ ☐ ☒

Expansive soils are characterized by their ability to undergo significant change (shrink or swell) due to variations in moisture content. Changes in soil moisture content could result from rainfall, landscape irrigation, utility leakage, and/or perched groundwater and may result in unacceptable settlement or heave of structures, concrete slabs supported-on-grade, and/or pavements supported on these materials. The soils at the project site are non-expansive.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ☐ ☐ ☒ ☐

The proposed project would not result in the generation of additional wastewater or a need for new septic tanks. The project proposes to abandon the current sewer septic tank system and connect to the municipal sewer system.

4.1.7 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Hazardous waste may be transported from the proposed facility. Federal, state, and municipal laws regulate the transport of hazardous wastes. The impacts are not considered significant.

Would the project:

Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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A Site Investigation (SI) is needed to determine if contamination is present. The SI will include the collection and analysis of soil samples from the proposed areas of excavation. The test results will determine if special soil handling and disposal will be required in addition to identifying worker safety issues. Mitigation measures recommended in that investigation will be incorporated into the project.

Measures to Minimize Harm

1) The Site Investigation (SI) will determine the potential contaminants and mitigation measures.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No schools exist within a one-quarter mile radius of the proposed project site.

Would the project:

d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment)?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The proposed project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project? ☐ ☐ ☐ ☒

The proposed project is not located within 2 miles (38.62 km) of an airport.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ☐ ☐ ☐ ☒

The proposed project would not be located in the vicinity of a private airstrip.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☐ ☒

The proposed project is not expected to interfere with an adopted emergency plan or evacuation plan. All the work is completed on-site therefore not affecting the highway.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ☐ ☐ ☐ ☒

The proposed project is located in a rural area of Ventura County. There are no wildlands adjacent to the proposed project site. Therefore, exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires is not anticipated.

4.1.8 HYDROLOGY AND WATER QUALITY

Would the project:

- | | Potentially
significant
Impact | Less Than
Significant
With
Mitigation | Less Than
Significant
Impact | No
Impact |
|---|--------------------------------------|--|------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Upon completion of this project the water quality may improve due to the hazardous materials cleanup of the site and waste discharge will be emptied into the municipal sewer system instead of the septic tanks; therefore making the site safer from a water quality standpoint than it is currently. The proposed project is not expected to violate any water quality or waste discharge requirements.

Measures to Minimize Harm

- 1) The monitoring of groundwater contamination should continue as mandated by the Regional Water Quality Control Board.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)? ☐ ☐ ☒ ☐

The project consists of constructing a new office building, wash rack and clarifier system, and paving a portion of the site; therefore, there should be a minimal increase in the amount of wet weather flows (runoff) experienced from this project. There would be minimal change in percolation.

Minimal amounts of water may be used during construction for activities such as cement mixing, dust control, and vehicle washing and maintenance. During operation, small amounts of water may be used to irrigate landscaping. This minor water consumption would not substantially deplete groundwater supplies. The project could result in a slight increase in surfaces (i.e. concrete) that do not absorb, which would have a negligible effect on groundwater recharge.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-or offsite? ☐ ☒ ☐ ☐

Given the size of the project, relatively flat topography of the area, and the fact that the project would comply with NPDES permit erosion control measures, significant impacts are not anticipated.

Some soil loss would occur as a result of grading and surface disturbance. The type and degree of soil loss depends on the extent of erosion control measures and final project design. With proper erosion control and runoff management plans, these impacts would be reduced.

Best Management Practices (BMPs) will be identified during final design when there is sufficient engineering details available to warrant competent analysis. Caltrans is committed to implementing cost effective temporary and permanent BMPs as identified during final design.

Short-term construction impacts to water quality would result. This temporary impact would occur during construction periods, and is not considered an adverse impact to water quality. Excavated materials and related earthwork activities from additional sections of depressed alignment have the potential to increase erosion. These conditions may exist intermittently until the project is completed, and permanent slope protective measures and landscaping are established.

Measures to Minimize Harm

- 1) For projects constructed in a total disturbed area of less than (1) acre (.405 hec), use WPCP and SSP 07-340.
- 2) For projects with a total disturbed area more than one (1) acre (.405 hec), use SWPPP, SSP 07-345 and an NOC.

Would the project:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project implementation could result in minor increases in surfaces that do not absorb and surface water runoff. The proposed project would not alter the course of any river or stream.

The risk associated with implementation of the project is not considered significant. There are no significant impacts on natural and beneficial floodplain values.

e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project site is currently being used as a maintenance station. The proposed project could result in minor increases in surface water runoff. However, the proposed project would include required storm drain improvements to accommodate anticipated runoff volumes.

Measures to Minimize Harm

- 1) A Water Pollution Control Plan would be developed by the contractor, and approved by Caltrans and the state and federal resource agencies. This plan would incorporate the resource agency approved methodology as well as all other appropriate techniques for reducing impacts to water quality.
- 2) The plan would incorporate control measures in the following categories: soil stabilization practices, sediment control practices, sediment tracking control practices, wind erosion control practices, non-storm water management, waste management, and disposal control practices.

Would the project:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Activities associated with discharged pollutants would be limited to landscape irrigation and/or utility leakage. Since this project is entirely within state right-of-way there would be little to no discharge of dry weather flows into the adjacent stream.

- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map ? ☐ ☐ ☒ ☐

The proposed project is a maintenance station improvement project and would not place housing within a 100-year flood hazard area. No impacts are anticipated.

- h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? ☐ ☐ ☐ ☒

The proposed project does not involve the construction of facilities within a 100-year flood hazard area. Therefore, no impacts are anticipated as a result of project implementation.

- i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? ☐ ☐ ☐ ☒

The project site is not located within a dam or levee inundation area. Therefore, no impacts are anticipated.

- j) Inundation by Seishi, tsunami, or mudflow? ☐ ☐ ☐ ☒

The proposed project is not located near any large lakes or water bodies, so inundation by a Seishi would not occur. Due to the proposed project area's inland location, the area would not be exposed to earthquake-induced sea waves called tsunamis, nor would inundation by mudflow be likely due to the flat topography of the area.

4.1.9 LAND USE AND PLANNING

Would the project:

Potentially
significant
Impact Less Than
Significant
With
Mitigation Less Than
Significant
Impact No
Impact

- a) Physically divide an established community? ☐ ☐ ☐ ☒

The proposed project will not physically divide an established community.

Implementation of the Ojai Maintenance Station improvement project would not result in disproportionately high or adverse impacts on minority or low-income neighborhoods or

communities. No denial or substantial delay in the receipt of benefits from Caltrans programs, projects, policies, or activities would occur (See Title VI statement in Appendix A).

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ☐ ☐ ☐ ☒

The Ojai Maintenance Station improvement project does not conflict with any other jurisdictions policies or plans.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ☐ ☐ ☐ ☒

The proposed project would not conflict with any habitat conservation or natural community conservation plans. Therefore, significant impacts are not anticipated as a result of project implementation.

4.1.10 MINERAL RESOURCES

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? ☐ ☐ ☐ ☒

The proposed project is located in a commercial and residential land use area. There are no known mineral resources in the immediate area. No impacts are anticipated.

- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? ☐ ☐ ☐ ☒

The proposed project is not delineated as a mineral resource recovery site on any local land use plans.

4.1.11 NOISE

Would the project result in:

- | | Potentially
significant
Impact | Less Than
Significant
With
Mitigation | Less Than
Significant
Impact | No
Impact |
|---|--------------------------------------|--|------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The proposed project will not expose persons or result in the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ☐ ☐ ☐ ☒

Construction of the office building and wash racks would be the loudest single noise source in the vicinity of the project during the construction phase. Demolition of existing structures would not occur. Significant impacts from grading and paving are not anticipated. Blasting would not be required.

Would the project result in:

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Refer to 4.1.11 a)</i>				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction of this project would require the use of heavy equipment with high noise level characteristics. Typically, construction equipment ranges from concrete mixers and generators producing noise levels in the 80-decibel range from the source to jackhammers at over 90 decibels.

Measures to Minimize Harm

- 1) All diesel equipment should be operated with closed engine doors and should be equipped with factory recommended mufflers.
1. 2) For all noise generating construction activity on the project site, additional noise attenuation techniques should be employed, as needed and feasible, to reduce noise levels. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and construction of temporary sound barriers between construction sites and nearby sensitive receptors.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ☐ ☐ ☐ ☒

The proposed project is not located near an airport.

The proposed project would not expose people residing or working in the project area to excessive noise levels from airport facilities.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ☐ ☐ ☐ ☒

The proposed project is not located within the vicinity of a private airstrip.

4.1.12 POPULATION AND HOUSING

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ☐ ☐ ☐ ☒

The proposed maintenance station would not increase highway capacity or number of through lanes to support new residential developments. The project is located in a developed urban area that currently includes a system of roads and highways and other infrastructure improvements. The proposed project does not connect any currently undeveloped areas. For these reasons, the project is not expected to induce, directly or indirectly, growth or increases in population.

Would the project:

Potentially
significant
Impact Less Than
Significant
With
Mitigation Less Than
Significant
Impact No
Impact

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒

The proposed project would not require the acquisition of single family homes or apartment rental units. There would be no residential relocations, and no residential areas would be directly or indirectly affected by the proposed project.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒

There would be no residential or business displacements resulting from the proposed project. The proposed project would be done on the current maintenance station site.

4.1.13 PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

☐ ☐ ☐ ☒

The proposed project consists of rehabilitating the maintenance station to meet current Caltrans design and safety standards. The project does not include new residential, commercial, or industrial development that could increase the need for fire protection services.

Police protection?

☐ ☐ ☐ ☒

The proposed project consists of rehabilitating the maintenance station to meet current Caltrans design and safety standards. The project does not include new residential, commercial, or industrial development that could increase the need for police protection services.

Schools?

☐ ☐ ☐ ☒

The project does not propose any residential uses; therefore, no increases in student enrollment would occur as a result of the project.

Other public facilities?

☐ ☐ ☒ ☐

Implementation of the proposed project is not expected to result in a significant impact on other public facilities. The current septic sewer system would be abandoned and the new office building will be connected to the municipal sewer system.

4.1.14 RECREATION

Would the project:

Potentially
significant
Impact Less Than
Significant
With
Mitigation Less Than
Significant
Impact No
Impact

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

☐ ☐ ☐ ☒

Since the proposed project is a rehabilitation project and would not include new residential development, an increased demand for local and regional park resources is not anticipated.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

☐ ☐ ☐ ☒

The proposed project would not include or require the construction or expansion of recreational facilities.

4.1.15 TRANSPORTATION/TRAFFIC

a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?

☐ ☐ ☐ ☒

There would be no noticeable increase in traffic at this facility as a result of these improvements.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? ☐ ☐ ☐ ☒

The project would not exceed the level of service standard established by the county.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ☐ ☐ ☐ ☒

The project involves rehabilitating a maintenance station and would not impact air traffic.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ☐ ☐ ☐ ☒

The proposed project does not include sharp curves or other design features that are expected to result in significant hazards.

- e) Result in inadequate emergency access? ☐ ☐ ☒ ☐

Once completed, the proposed project would improve circulation of the maintenance station and consequently may have a beneficial effect on emergency vehicle access and response times.

- f) Result in inadequate parking capacity? ☐ ☐ ☒ ☐

On-site parking capacity will be slightly improved so maintenance staff won't continue to be forced to park on the street.

Would the project:

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? ☐ ☐ ☐ ☒

The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.

4.1.16 UTILITIES AND SERVICE SYSTEMS

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project does not include the addition of new wastewater; therefore, no impacts would occur.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not cause expansion of water or wastewater facilities.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would include necessary drains to accommodate anticipated runoff from the proposed project. Significant impacts are not anticipated.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Minimal amounts of water would be consumed during construction and for landscaping upon completion of the project. Impacts on water supply would be insignificant. No new or expanded entitlements would be required.

e) Result in a determination by the wastewater treatment provider that services or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project does not include the construction of new development that would generate increased wastewater. No noticeable impacts would occur.

Would the project:

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ☐ ☐ ☒ ☐

Construction of the proposed project would result in construction debris requiring disposal. This one-time impact is not expected to significantly affect the capacity of local landfills.

- g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ☐ ☐ ☐ ☒

The proposed project would comply with all applicable federal, state, and local statutes in relation to solid waste.

4.1.17 MANDATORY FINDINGS OF SIGNIFICANCE

- | | Potentially
significant
Impact | Less Than
Significant
With
Mitigation | Less Than
Significant
Impact | No
Impact |
|--|--------------------------------------|--|------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The proposed project would have no substantial effect on biological resources, nor would it adversely affect cultural resources. Refer to 4.1.4.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The CEQA Guidelines, Section 15130, states that "cumulative impacts shall be discussed when they are significant. The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone." As stated in Section 15355 of the State California Environmental Quality Act (CEQA) Guidelines:

"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probably future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The proposed project would not result in cumulative impacts as outlined below. CEQA provides for various methods to achieve an adequate discussion of cumulative impacts:

1. Geology and Soils: Seismic hazards are experienced throughout Southern California, including in the project area. With or without the Ojai Maintenance Station project, people would be exposed to such hazards as fault displacement/ground rupture, seismic groundshaking, liquefaction, differential settlement, subsidence, and landslides. The project would not increase or decrease these hazards, nor would it introduce additional population into an area where these hazards exist. Thus, the project would not contribute to cumulative geology or soils impacts.
2. Land Use and Socioeconomic: The proposed Ojai Maintenance Station improvements would not contribute to land use impacts.

The project would provide short-term employment opportunities (construction) and contribute to an overall increased economic activity in the long term by improving the safety and efficiency within the project area.

The disruption of traffic on the surrounding streets that would result from project construction is a temporary occurrence and would not contribute to a cumulative impact.

3. Biological Resources:

The following Caltrans projects in the vicinity of Ojai Maintenance Station are known to be under construction or in the planning stages:

- Caltrans would rehabilitate the portion of State Route 150 between Santa Ana Canyon Road and Loma Drive. This project will involve Cold plane/AC overlay, shoulder rehabilitation, possible minor road realignment, drainage culverts, pullouts and signage (EA 22330K)
- Caltrans will be upgrading the rails and rehabilitating six (6) bridges along State Route 150 east and west of the project site (EA 118990)
- Caltrans proposes to realign State Route 33 between Casitas and Larmier Roads (EA 23005K)
- Caltrans proposes to widen bridges and upgrade bridge rails along State Route 33 between Ojai and Ventura (EA11873K)

The proposed project would be carried out utilizing appropriate measures to avoid and minimize impacts to vegetation; therefore will be no long-term impacts. Short-term impacts to sensitive resources will be minimized to the greatest extent practicable and mitigated, where possible, following construction. This project will not contribute significantly to any cumulative impacts on these resources. There will be no impacts to sensitive species, habitats or other wildlife resources.

4. Archaeological/Historical Resources: No other projects are known that would affect the cultural resources of the project area. Impacts of other projects are not additive with those of the proposed project, such that cumulative impacts would not occur.
5. Hydrology: The project site is currently served by the Casitas Municipal Water District (CMWD). There would not be any cumulative impacts from this project because it only is a replacement of an existing facility. As a result, the project would not contribute to cumulative impacts.
6. Traffic and Transportation: The Ojai Maintenance Station project would have beneficial traffic and transportation impacts, and would not contribute to cumulative impacts.
7. Air Quality: As a result the building rehabilitation project, the improvements would have a beneficial impact on air quality, and would not contribute to cumulative impacts.

The Department is piloting a Contractor Off-Road Diesel Equipment Emission Reduction Program on a variety of projects around the State. The pilot projects will include incentives for the contractor to use cleaner off-road diesel equipment. The Department supports this pilot program that encourages our industry partners to participate in clean air efforts.

The Construction Division has a target of piloting the program on at least 20 projects in the Nox non-attainment areas in the State (Sacramento Valley, South Coast, and San Joaquin Valley). Additional criteria for selection of a project for inclusion in the program are those large earthwork and/or paving projects requiring enough off-road diesel equipment to allow a contractor to potentially benefit from the clean-burning diesel engine incentive.

8. Noise: Noise-sensitive receptors adjacent to the Ojai Maintenance Station would be temporarily exposed to building construction equipment noise impacts. Temporary noise impacts related to this project would contribute to the existing and growing urban noise impacts of the surrounding area.
9. Water Quality: The Ojai Maintenance Station project would result in very minimal increases in areas that do not absorb water and in the quantity of runoff, and minimal reductions in the recharge of groundwater levels. Such minimal impacts to groundwater recharge quality would combine with those from other projects related to the conversion of land to urban uses to add to in cumulative impacts to water quality.

Surface waters occasionally experience degradation of water quality related to urban runoff. The Ojai Maintenance Station improvements would result in small contributions to the urban runoff. The cumulative impact to surface water quality would continue to degrade the water quality in the rivers/creeks by other sources. The greatest threat to groundwater quality in the Ojai valley is the potential intrusion of agricultural runoff and leaching. This project would not contribute to either of these cumulative groundwater impacts.

10. Hazardous Materials: The Ojai Maintenance Station improvements would have beneficial hazardous waste impacts within the project area. The hazardous waste currently on the site will be cleaned up thereby contributing to the health and safety of Caltrans employees. Any impacts will be minimized to the greatest extent practicable and mitigated, where possible, following construction. This project would not contribute to cumulative impacts.
11. Visual Resources: Visual changes to the project site would occur due to the Ojai Maintenance Station improvements but they would not contribute to cumulative impacts. The Ojai Maintenance Station project would enhance the visual character of site.

	Potentially significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction and operation of the proposed project would not have substantial effects.

4.2 Summary of Measures to Minimize Harm

Air Quality

- AQ-1 *Project construction would be conducted in accordance with all state and local regulations that govern construction activities and emissions from construction vehicles.*
- AQ-2 *Pregrading/excavation activities would include watering the area to be graded or excavated before commencement of grading or excavation activities.*
- AQ-3 *All trucks would be required to cover their loads as required by California Vehicle Code 23114.*

- AQ-4 All grading and excavation material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, would be treated to prevent fugitive dust. Treatment would include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering should be done as often as necessary and reclaimed water used whenever possible.*
- AQ-5 Equipment idling time would be minimized.*
- AQ-6 Equipment engines would be maintained in good condition and in proper tune as per manufactures' specifications.*
- AQ-7 Construction period would be lengthened during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.*
- AQ-8 Daily removal of any spilled dirt onto surrounding paved roads.*
- AQ-9 Cease grading and excavation activities when wind speeds exceed 25 miles per hour and during extreme air pollution episodes.*

Cultural Resources

- CUL-1 As a standard practice, if buried cultural materials are encountered during construction work in the area will halt until a Caltrans archaeologist can evaluate the nature and significance of the find.*
- CUL-2 If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98.*

Hazardous Waste

- HW-1 The Site Investigation (SI) will determine the potential contaminants and mitigation measures.*

Hydrology and Water Quality

- WQ-1 Monitoring of groundwater contamination should continue as mandated by the Regional Water Quality Control Board.*
- WQ-2 For project constructed in a total disturbed area of less than one (1) acre (.405 hec), use WPCP and SSP 07-340.*
- WQ-3 For projects with a total disturbed area more than one (1) acre (.405 hec), use SWPPP, SSP 07-345 and an NOC.*
- WQ-4 A Water Pollution Control Plan would be developed by the contractor, and approved by Caltrans and the state resource agencies. This plan will incorporate the resource agency approved methodology as well as all other appropriate techniques for reducing impacts to water quality.*
- WQ-5 The plan would incorporate control measures in the following categories: soil stabilization practices, sediment control practices, sediment tracking control practices, wind erosion control practices, non-storm water management, waste management and disposal control practices.*

Noise

NOI-1 All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.

NOI-2 For all noise generating construction activity on the project site, additional noise attenuation techniques should be employed, as needed and feasible, to reduce noise levels. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and construction of temporary barriers between construction sites and nearby sensitive receptors.

5.0 CONSULTATION AND COORDINATION

Consultation and coordination by Caltrans District 7 has occurred throughout the project. The Initial Study (IS) was circulated for public comment during the month of July. The submitted comments received were addressed and submitted into this document for reference. Public notices announcing circulation and availability of the document were published in the Los Angeles Times, Ventura County Star and VIDA, a Spanish language newspaper that serves Ventura County. The ads appeared in the newspapers on May 31, 2001 and again on June 21, 2001. The project document has also been placed on the Caltrans website at: (<http://www.dot.ca.gov/dist07/aboutdist7/projects>).

6.0 LIST OF PREPARERS

<u>Name</u>	<u>Title</u>	<u>Function</u>
Cathy Wright	Senior Environmental Planner	Document Preparation
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7.0 ACRONYMS AND ABBREVIATIONS

ACC	accidents
ACC/MVM	accidents per million vehicle miles
ACHP	Advisory Council on Historic Preservation
ACOE	Army Corps of Engineers
ADT	average daily traffic
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
ASR	Archaeological Survey Report
BMP	Best Management Practices

CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAAAAs	Clean Air Act Amendments of 1990
Caltrans	California Department of Transportation
CCAA	California Clean Air Act
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIP	Capital Improvements Program
CMP	Congestion Management Program
CNDDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CRHR	California Register of Historic Resources
CSC	California species of special concern
CWA	Clean Water Act
DPR	Draft Project Report
DTSC	California Department of Toxic Substances Control
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FE	federally endangered
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FSC	federal species of concern
FT	federally threatened
FTA	Federal Transportation Authority
FTIP	Federal Transportation Improvement Program
HASR	Historic Architectural Survey Report
HOV	High Occupancy Vehicle
HPSR	Historic Property Survey Report
HRER	Historic Resource Evaluation Report
IC	Interchange
IS	Initial Study
ISA	Initial Site Assessment
IS/EA	Initial Study/Environmental Assessment
KP	kilopost
km/hr	kilometers per hour
LACDPW	Los Angeles County Department of Public Works
LACTMA	Los Angeles County Metropolitan Transportation Authority
LARTS	Los Angeles Regional Transportation Study
LARWQCB	Los Angeles Regional Water Quality Control Board
LOS	Level of Service

m	Meters
mfl	mixed flow lanes
MOU	Memorandum of Understanding
mph	miles per hour
MTA	Metropolitan Transportation Authority
MVM	million vehicle miles
NAAQS	National Ambient Air Quality Standards
NB	northbound
NESR	Natural Environmental Study Report
ND	Negative Declaration
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NO ₂	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O ₃	ozone
PM ₁₀	particulate matter 10 microns or less in diameter
PRC	Public Resources Code
PSR	Project Study Report
RCR	Route Concept Report
RCRA	Resource Conservation and Recovery Act
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	southbound
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SE	State Endangered
SEA	Significant Ecological Area
SHELL	Subsystem of Highways for the Movement of Extra Legal Permit Loads
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SR	State Route
SSC	state species of concern
ST	state threatened
STA	station
STIP	State Transportation Improvement Program
STR	Super Truck Route
SWPPP	Storm Water Pollution Prevention Plan
TASAS	Traffic Accident Surveillance and Analysis System
TEA	Transportation Efficiency Act
TIP	Transportation Improvement Plan
TMP	Traffic Management Plan
U.S.C.	U.S. Code
U.S. EPA	United States Environmental Protection Agency

USFWS	United States Fish and Wildlife Service
UST	underground storage tank
VMT	vehicle miles traveled
vph	vehicles per hour
VQA	Visual Quality Analysis